

**Appendix F**

**Additional Tennessee State Historic Preservation Officer Letters**

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Tennessee Valley Authority, 400 West Summit Hill Drive, Knoxville, Tennessee 37902-1499

January 3, 2008

Ms. Jennifer Barnett  
Tennessee Division of Archaeology  
Cole Building #3  
1216 Foster Avenue  
Nashville, Tennessee 37210

TVA, PROPOSED AREA OF POTENTIAL EFFECT FOR A 26A PERMIT TO CONSTRUCT A 60-SLIP COMMUNITY FACILITY, AND AN ACCESS PATH FOR THE CLIFFS RESIDENTIAL DEVELOPMENT ON BOONE RESERVOIR, WATAUGA RIVER MILE 7.26R, SULLIVAN COUNTY, TENNESSEE (TVA QUADS 198NW BOONE DAM AND 198NE BLUFF CITY)

Dear Ms. Barnett:

TVA has recently received a permit request from RPT Partnership of Johnson City, Tennessee, for a 60-slip community facility to serve the Cliffs Subdivision development on Boone Reservoir, Watauga River Mile 7.26R (Figure 1). TVA has determined that the Area of Potential Effects (APE) for this permit is the 60-slip community facility, the golf cart path that would provide access to the community facility and the slope (or cliff face) directly behind the golf cart path (Figure 2). No 26a permit is required for development of the residential precinct.

No previous cultural resources survey has been conducted in the APE. However, a field review was conducted on November 16, 2007, to assess the possibility of historic properties that may be present at this location. There is a flat shelf running above the 1390-foot elevation. This elevation is the limit of TVA's flowage easement. This shelf appears to be an historic railroad bed; there are also remains of a rock wall that is associated with the railroad bed (Figures 3 and 4). Cave openings on the slope were noted. A potential stone cairn was identified on the ridge top adjacent to a large sink hole. Another potential stone cairn was identified closer to the pit cave.

Pursuant to the requirements of Section 106 of the *National Historic Preservation Act* and its implementing regulations 36 CFR Part 800, TVA is initiating consultation with your office and federally recognized Native American tribes regarding the APE of this undertaking. Pursuant to Section 800.4(b) of the Advisory Council's regulations, TVA Cultural Resources requests your office's concurrence regarding the proposed APE as shown on Figure 2 of the enclosed document.

Ms. Jennifer Barnett  
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January 3, 2008

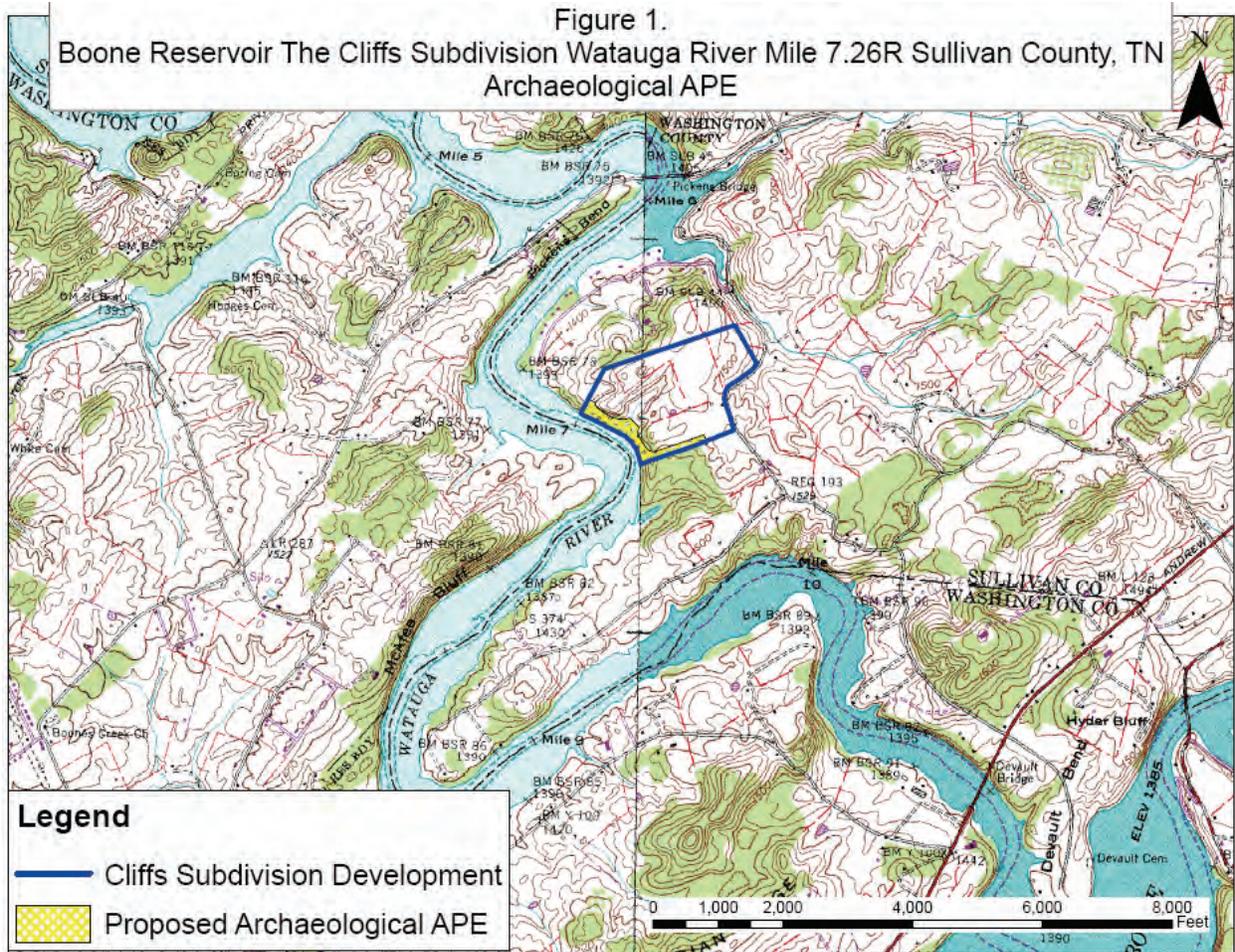
If you have any questions or comments, please contact Marianne Shuler at [mshuler@tva.gov](mailto:mshuler@tva.gov) or 865-632-2464 or Tom Maher at [tomaher@tva.gov](mailto:tomaher@tva.gov) .

Sincerely,

A handwritten signature in black ink that reads "Thomas O. Maher". The signature is written in a cursive, flowing style with a long, sweeping tail at the end.

Thomas O. Maher, Ph.D.  
Manager  
Cultural Resources

Enclosures



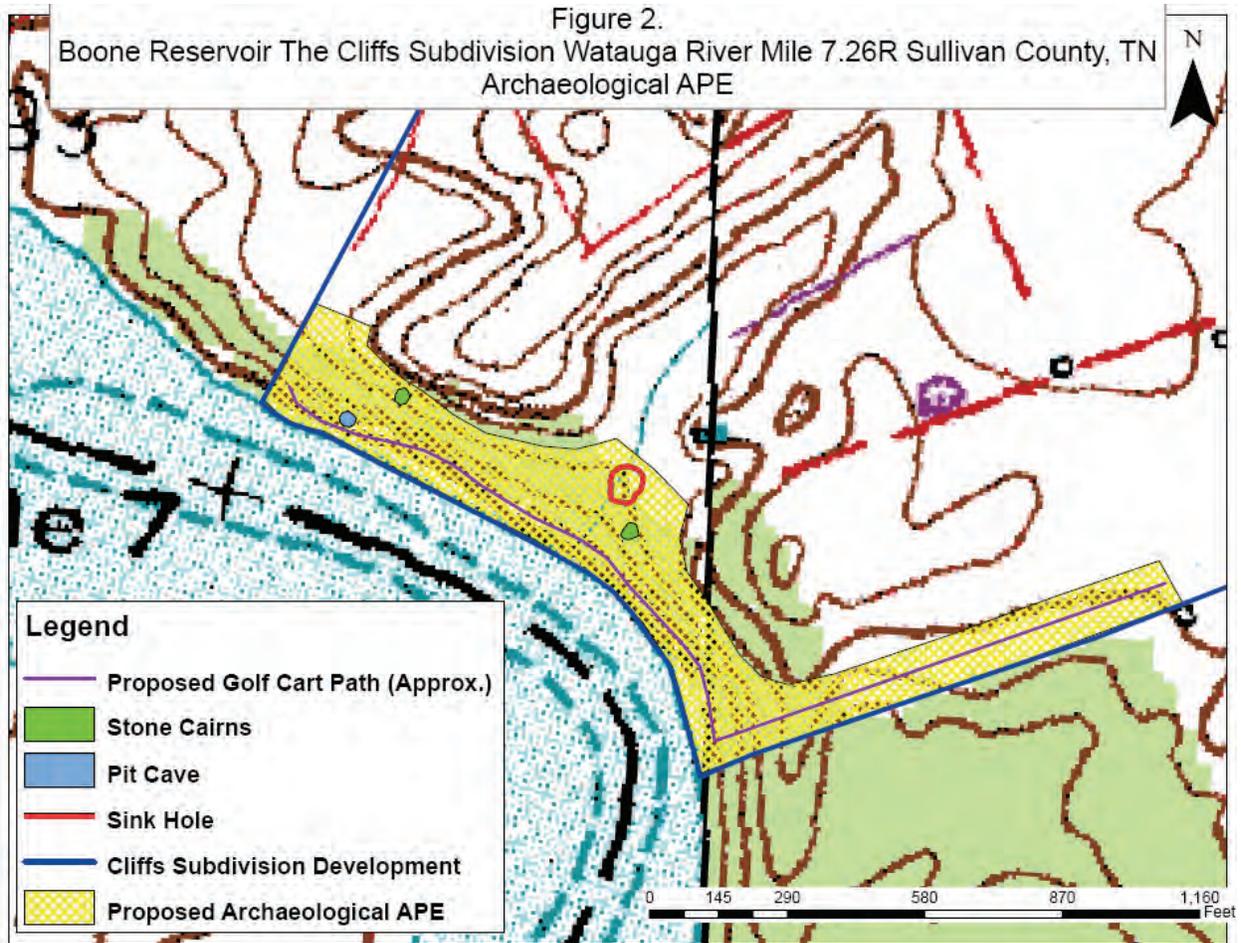




Figure 4.



**TENNESSEE HISTORICAL COMMISSION**  
DEPARTMENT OF ENVIRONMENT AND CONSERVATION  
2941 LEBANON ROAD  
NASHVILLE, TN 37243-0442  
(615) 532-1550

January 9, 2008

Dr. Thomas Maher  
Tennessee Valley Authority  
400 W. Summit Hill Drive  
WT 11D - Cultural Resources  
Knoxville, Tennessee 37902

RE: TVA, BOAT DOCK & PATH/WATAUGA RM 7.26R,  
UNINCORPORATED, SULLIVAN COUNTY

Dear Dr. Maher:

At your request, our office has reviewed the above-referenced undertaking in accordance with regulations codified at 36 CFR 800 (Federal Register, December 12, 2000, 77698-77739). Given the limited involvement of the TVA in this undertaking, we concur with your agency's definition of the area of potential effect.

It is our understanding that an archaeological survey has already been conducted on behalf of the developer for the entire Cliffs at Boone Lake Subdivision. We concur that such a survey was warranted. Please include this survey report with your future consultation documentation regarding this undertaking.

Your continued cooperation is appreciated.

Sincerely,

A handwritten signature in black ink that reads "E. Patrick McIntyre, Jr." in a cursive style.

E. Patrick McIntyre, Jr.  
Executive Director and  
State Historic Preservation Officer

EPM/jmb



Tennessee Valley Authority, 400 West Summit Hill Drive, Knoxville, Tennessee 37902-1499

March 31, 2008

E. Patrick McIntyre, Jr.  
Tennessee Historical Commission  
2941 Lebanon Road  
Nashville, Tennessee 37243-0442

Dear Mr. McIntyre:

TVA, 26A PERMIT, BOAT DOCK & PATH, THE BLUFFS (FORMERLY THE CLIFFS) -  
WATAUGA RM 7.26R, SULLIVAN COUNTY, TENNESSEE

The Tennessee Valley Authority (TVA) proposes to grant a 26a permit to RPT Partnership for the construction of a community floating boat slip on Boone Lake at Watauga River Mile 7.2 R (Figure 1). Residents of The Bluffs (formerly The Cliffs) subdivision would access the docks via a proposed golf cart path connecting the docks to the planned above-lying subdivision (Figure 2).

TVA, in consultation with the Tennessee State Historic Preservation Officer (letter dated January 8, 2008), determined the archaeological area of potential effect (APE) to be the bluff line fronting the subdivision and golf cart path area. Furthermore, TVA determined the historic architectural APE to be any areas visible within a half-mile radius of the archaeological APE.

On March 3, 2008, TVA landscape architect Chett Peebles conducted a historic architectural reconnaissance of the APE. Additional consideration was given to the larger extents of the viewshed of the project area, which encompasses all sides of the development up to the steep ridgelines (Figure 3). Mr. Peebles reported that the project is located in a heavily developed residential area along this section of Boone Reservoir (Figure 4). His findings indicated that no structures 50 years or older were visible from the proposed development.

At the request of TVA, RPT Partnership contracted with Dr. Jay Franklin to conduct the archaeological survey of the archaeological APE. Archival research conducted by Jay Franklin indicated no previously recorded archaeological sites occur within the APE. Following the archival research, Jay Franklin conducted the Phase I cultural resources survey of the APE. Please find enclosed two copies of the draft report titled, *A Phase I Archaeological Reconnaissance Survey of the Proposed Cliffs Subdivision, Boone Reservoir, Sullivan County, Tennessee*.

The archaeological survey resulted in the identification of an old remnant railroad right-of-way and retaining wall and stone cairns were identified within the APE. The stone cairns were likely created from agricultural field clearing and are recommended ineligible

Mr. E. Patrick McIntyre, Jr.  
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for the National Register of Historic Places (NRHP). As an archaeological resource, Jay Franklin recommends no further archaeological work with regard to the old remnant railroad right-of-way and retaining wall.

Since your letter dated October 16, 2007, in response to the Joint TVA/COE public notice, TVA has received more information regarding the extant railroad bed. The railroad right-of-way and retaining wall are remnants of the Charleston, Cincinnati and Chicago (Three C's) Railroad. In fact, one railroad expert, Johnny Graybeal, has stated that this is "probably the last remaining remnant of this grand railroad scheme that almost changed the face and the fate of all of upper East Tennessee." The Three C's Railroad, a predecessor to the modern day Clinchfield Railroad (CSX), was instrumental in the development of Johnson City, Tennessee. Historian Tom Lee, in his book *The Tennessee-Virginia Tri-Cities: Urbanization in Appalachia, 1900-1950*, provides more detail about the Three-C's: In 1887 a group of New York investors chartered the Three C's to connect their West Virginia mineral and timber properties with the Atlantic Coast and industries of the Ohio Valley. An Indiana native, land speculator, promoter, and representative for the investors, General John T. Wilder, became vice president of the rail line and traveled to Johnson City to oversee construction. At Wilder's prompting and with promises of development, Johnson City residents issued around seventy-five thousand dollars in bonds to get the Three C's in their town. Prosperity reigned briefly in the town before the backers of the railroad line suffered financial collapse in 1893. For a few months, trains ran both north and south of Johnson City, but the northern tracks sat rusting for many years with no trains operating. The railroad sat for years with no extensions. As of 1907 many thought the rail line would still be utilized, but the Carolina, Clinchfield & Ohio Railroad chose new routing, the one in place today to Kingsport, thus ending all hopes for use of that line.

Because of the Three C's significance in local and regional history and for its role in railroad history, it is TVA's opinion that the original intact right-of-way and retaining wall located in the APE are eligible for listing in the NRHP under Criterion A. Because of the workmanship of the retaining wall, it would also be eligible under Criterion C. As currently proposed, the proposed cart path may adversely affect the railroad right-of-way by ground disturbance for the cart path and/or visual effects.

TVA is consulting with the following federally recognized Indian tribes regarding properties within the proposed project's APE that may be of religious and cultural significance to them and eligible for the NRHP: the Eastern Band of Cherokee Indians, the United Keetoowah Band of Cherokee Indians in Oklahoma, Cherokee Nation, the Muscogee (Creek) Nation of Oklahoma, Alabama-Coushatta Tribe of Texas, Alabama-Quassarte Tribal Town, Kialegee Tribal Town, Thlopthlocco Tribal Town, The Chickasaw Nation, Choctaw Nation of Oklahoma, Jena Band of Choctaw Indians, Shawnee Tribe, Eastern Shawnee Tribe of Oklahoma, Absentee Shawnee Tribe of Oklahoma, and the Seminole Tribe of Florida.

TVA has reviewed the enclosed report and agrees with the findings and recommendations of the authors. Pursuant to 36 CFR 800, we are seeking your concurrence with TVA's findings and determinations regarding the following:

Mr. E. Patrick McIntyre, Jr.  
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- The archaeological APE consists of the bluff line fronting the subdivision and golf cart path area;
- The historic/architectural APE consists of areas within and visible from one-half mile of the archaeological APE;
- The stone cairns identified within the archaeological APE are ineligible for the NRHP; and
- As an archaeological resource, the railroad right-of-way and retaining wall require no further archaeological work
- The railroad right-of-way and retaining wall remnants of the Charleston, Cincinnati and Chicago (Three C's) Railroad are recommended eligible for the NRHP under Criteria A and C;
- The proposed undertaking may adversely affect the railroad right-of-way and stone retaining wall.

Should you have any questions or comments, please contact Ted Wells at 865/632-2259 or [ewwells@tva.gov](mailto:ewwells@tva.gov).

Sincerely,



Thomas O. Maher, Ph.D.  
Manager  
Cultural Resources

EWV:IKS  
Enclosures

cc: Ms. Jennifer Barnett  
Tennessee Division of Archaeology  
Cole Building #3  
1216 Foster Avenue  
Nashville, Tennessee 37243

EDMS, WT 11D-K



Figure 1. Map depicting project location.

Map Scale: 1:24,000

**Legend**

 Project Location

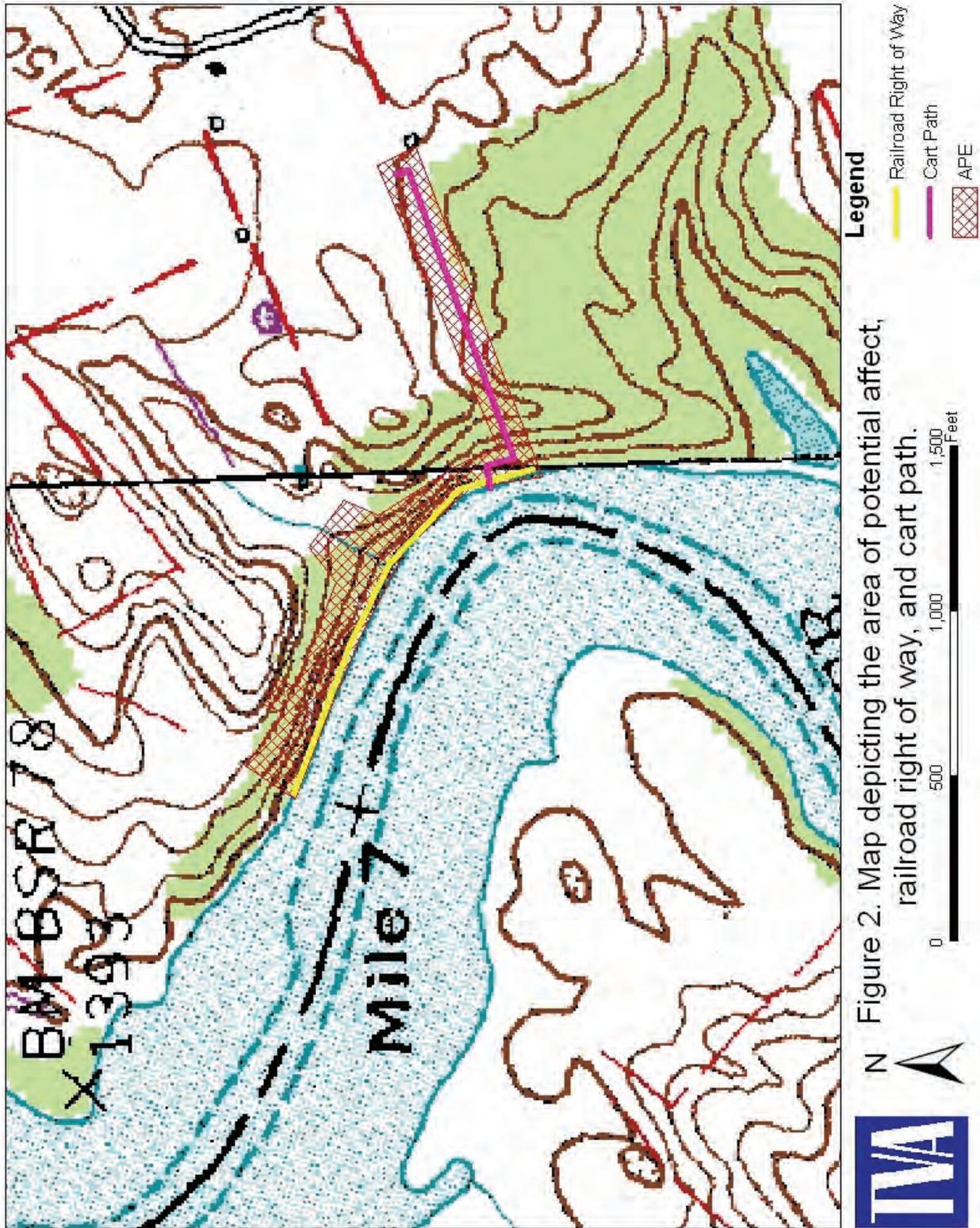


Figure 2. Map depicting the area of potential affect, railroad right of way, and cart path.



Figure 3. View of project area, looking north.



Figure 4. View of adjacent shoreline residential development from project area, looking west.



**TENNESSEE HISTORICAL COMMISSION**  
DEPARTMENT OF ENVIRONMENT AND CONSERVATION  
2941 LEBANON ROAD  
NASHVILLE, TN 37243-0442  
(615) 532-1550

April 16, 2008

Dr. Thomas O. Maher  
Tennessee Valley Authority  
400 West Summit Hill Dr.  
Knoxville, Tennessee, 37902-1499

RE: TVA, CULTURAL RESOURCES SURVEY REPORT, BOAT DOCK & PATH/THE BLUFFS,  
UNINCORPORATED, SULLIVAN COUNTY

Dear Dr. Maher:

Pursuant to your request, received on Tuesday, April 1, 2008, this office has reviewed documentation concerning the above-referenced undertaking. This review is a requirement of Section 106 of the National Historic Preservation Act for compliance by the participating federal agency or applicant for federal assistance. Procedures for implementing Section 106 of the Act are codified at 36 CFR 800 (Federal Register, December 12, 2000, 77698-77739)

Considering the information provided, we find that the area of potential effects for this undertaking contains no historic properties eligible for listing in the National Register of Historic Places. You should notify interested persons and make the documentation associated with this finding available to the public.

If your agency proposes any modifications in current project plans or discovers any archaeological remains during the ground disturbance or construction phase, please contact this office to determine what further action, if any, will be necessary to comply with Section 106 of the National Historic Preservation Act.

This office appreciates your cooperation.

E. Patrick McIntyre  
Executive Director and  
State Historic Preservation Officer

EPM/jyg

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